









**Judge-Mr. Alderson, son of Baron Alderson,** (who was also a judge—a real one, at home) and brother of the present Marchioness of Salisbury, our Prime Minister's wife. He was a bachelor. Then there were the employees of the Home Company, Messrs. Duguid (an Aberdonian), Helms, Tidman, and Crookshanks, the last of whom, however, did not live in Kuching, and who was the only one of the number who had the good sense to be married, and that to a most charming lady, as remarkable in beauty as the "was unfortunate when nearly killed, and left for dead, by the miserable Chinese rebels, from which sad plight Dr. McDougall, M.D. (the bishop) rescued her and brought her round. Besides these, there were one or two young missionaries under the bishop's wing; and these were all that formed the "society" of the place. Of the others there were several Government officers belonging to the mission, as well as the Home Company, but they require no particular or detailed notice, though on the occasion of balls, such was the death of ladies that ill fringed—*Strait Times*.

## THE TRANSVAAL CAMPAIGN.

A GUNNER OFFICER'S FORECAST.

(Daily Telegraph.)

An English artillery officer who has recently arrived out in South Africa on special duty has been interviewed, and in reply to inquiries about the coming campaign has made some statements which may be of service to our friends the enemy. He is reported to have said—

The Boers have talked so much about their rifle practice that the War Office has very sensibly decided that in this campaign the rifle will be out of it. The advance will be under a paralysing shell-fire from a line several miles long, and at an average distance of a mile and a half, which is perfect for artillery but impossible for rifle-fire. The Boers' sole idea of fighting is lying quietly and calmly behind a kopje, and taking slow and deliberate aim. He has never known what it is to have to lie quietly while comrades are being smashed around him by a deadly hail of bullets falling from the sky. His idea of artillery is something that comes straight at him like a rifle-bullet, and can be dodged by getting behind a big stone. It will come as a revelation to him to find bullets falling from above into valleys and forests, and hundreds of yards behind, killing his horses and picking of men, lying like ant-bears in their holes. The result will be a panic. The well-disciplined troops of Europe cannot resist it. Meanwhile, the cavalry will be stealing up, taking advantage of every bit of cover, and followed by the infantry. Under a shell fire, such as I have described, cavalry can advance to within 100 yards of the point of attack, which they quietly flank. Then, at a signal, a terrible final volley of sharpshooters is poured in the order to charge is given; and before they know it, the Boers are among the sabres and lances, with the bayonets of the infantry just behind. To talk of men lying calmly and coolly shooting under these conditions is nonsense. Half their horses will have been killed by the fire, and what is the good of the Boer on the field without his horse? The Boer artillery will be the first object of attack, and before it has been in action an hour, half the guns will be either disabled or deserted, for I am told they have a poor idea of artillery. The whole theory of this plan of attack is to render the rifle and long-range marksmanship useless. With the number of troops at the disposal of the Boers, the Boers will be surrounded and forced into open battle, where they will be cut to pieces. Personally, I am convinced that thousands of Boers will not get a bullet home—they won't have the chance.

## THE CAMPAIGN OUTLOOK.

The following observations appearing in the *Singapore Free Press* derived from an authority who knows Natal and the Transvaal, are of interest at this moment when war in the Transvaal has just commenced—

"Guerrilla warfare in the Transvaal is impossible. There are no fastnesses for the guerrillas to fall back on. (And so quite unlike the Philippines, for instance, or Acheen.) It is the easiest of all countries to scout and poor Colley, the most forbearing of men, could not refrain from writing that the Bronkspuit massacre (in which the 94th were cut up on route march, during peace time, with the band playing) might have been avoided, had the Boers had the officer commanding their troops (Col. Anstruther) observed the commonest precautions of security.

The attack of Sir Penn Symon's troops by the Boers from Lang's Nek, Bothas Pass, and Vrijheid, will be exceedingly difficult to manage simultaneously, as each force will have to emerge from a defile, be it mountain pass or river-drift, some fifty to sixty miles from flank to flank. Should the English commander be well served with information the attack will be disastrous.

The *Pioneer* article you published the other day does not give sufficient weight to rather omits the fact that no one has yet been able to keep a Burgler force together for even four months. They will go back to their farms. This was pointed out to me, on two occasions, by, curiously enough, the present Quartermaster-General and the present Adjutant-General when undertaking operations against the Basutos with Colonial troops, again and again, because the troops only enlisted for a maximum of six months. The inability of an irregular army to keep the field for any length of time, only recently exemplified on the N.W. frontier of India, is of course all in our favour.

I do not think we shall move more than a single division on any single line. Cavalry will scarcely operate from Delagoa Bay on account of horse sickness, which is more than usually virulent on this route.

The Boer, as a mounted rifleman, has a most deadly fear of cavalry. Read "Colley's Life" and you will see that the charge at Lang's Nek by a few King's Dragoon Guards must have been successful against dismounted Boers, had the support been also composed of Boer soldiers, not mounted infantry. I remember so well in the Cavalry manoeuvres of 1890, Colonel Hutton, then peevish advocate of mounted infantry, was utterly taken aback by an order to march his force of mounted infantry, about 300, some six miles or so through hostile country. "Any cavalry support, Sir?" "No." Well, he moved no great distance, on the Downs, remember, before "swoop" and a squadron of the 10th Hussars was into him. And by no means our best squadron. A Nineteenth Major told me, "No single great power believes in mounted infantry." A heremphrodite's arm, they blunder terms.

Sir Penn Symon's should know his country well as an old 4th man. It is particularly fortunate that he has an intimate knowledge of mounted infantry, and consequently its weak points, but above all that he has had frequent experience as an independent commander. Remember Napoleon's remark on how very few commanders can act without some one at their elbows. "Pomeroy Colley on the other hand, illustrious soldier as he was, had previous to his disastrous campaign, only acted as a subordinate and had never even as company officer directed men in the field."

## TELEGRAMS.

(From Ceylon Papers.)

### Consols fall—an issue of 25 Millions expected.

LONDON, October 2nd.

The price of Consols fell one per cent. in London to-day, chiefly owing to the general impression that an issue of twenty-five millions is impending.

### A credit of Ten Millions to be asked.

LONDON, October 4th.

The *Daily Telegraph* says it is believed that Government will ask a credit of ten millions sterling, of which three and a half millions have already been expended, and the remainder will enable Government to continue operations in South Africa until February.

### War preparations at home.

LONDON, September 30th.

The Military authorities are insufficiently prepared for the immediate transport of troops on a large scale; but are working strenuously. It is realised that the country is in for a very costly and possibly protracted war.

The transport *Zilengula* has not yet left the Mersey.

The *Zaythla* started, but has called at Queenstown as her boilers are leaking.

LONDON, October 4th.

General Sir Redvers Buller has still received no instructions as to his taking command in South Africa.

It is rumoured that undercurrents of dissatisfaction exist among Ministers at the miscarriage and delay of the Military measures. The utter failure of the transport arrangements is by one side attributed to the fact of a civilian controlling the War Office. Lord Lansdowne, on the other hand, complains that the Colonial Office need throughout with absolute disregard to the Military aspects of the situation.

Competent judges fear that a complete Army Corps cannot be placed in the field before Christmas.

The Remount Department is ransacking Europe, and America and is buying at emergency prices mules and horses which still require to be broken in. Public discontent is rising, and is bound to find early expression, coupled, possibly, with a tribute of admiration universally felt for the smartness and thoroughness of the Indian movement.

Peace meetings are everywhere overriden; and the resolutions proposed at them, adverse to the attitude of Ministers on the main question are drowned by cheers for the Government and the singing of the National Anthem.

The Government have chartered the Peninsula and Oriental Company's steamer *Formosa* and *Oriental* to convey troops to the Cape. The steamer *Nubia* also goes to the Cape instead of taking out Indian reliefs.

### First arrivals of the Indian Contingent.

BOMBAY, October 3rd.

The transport *Lalpara*, with the 24th Field Battery, arrived at Port Natal at 7 p.m. yesterday from Bombay.

BOMBAY, October 4th.

The transport *Scandura* arrived at Durban from Bombay. The troops on the *Lalpara* have been landed, and proceeded to the front at once.

BOMBAY, October 5th.

The transport *Udhata*, with reserve horses and 250 men, sailed last night.

As no further cases of anthrax have occurred, the 5th Dragoon Guards leave on Sunday in the hired transports *Vivana* and *Patula*.

### The Arming of the Civil Guard and the Apathy of the Cape Cabinet.

LONDON, October 4th.

The Imperial authorities at Mafeking have armed the Civil Guard, thus over-riding the Cape Cabinet, whose apathy is the subject of much criticism.

### Scarcity of Water in Bechuanaland and Rhodesia.

LONDON, October 2nd.

The scarcity of water in Bechuanaland and Rhodesia is causing the Military authorities much anxiety.

### The Disarmament of the Boers.

The *Times* says it will be impossible, after what has happened, that the Boers should remain armed whilst the Uitlanders are unarmed.

### Movement of Forces on all Sides.

LONDON, October 1st.

The Boers have now a force of 4,500 men concentrated at Volksrust, including 500 Germans who have volunteered for service.

A Boer force of 500 men and twenty-three guns hold Sandring, and a force of 4,000 holds Maritzburg.

Three squadrons of the Natal Carabiniers hurriedly mustered at Ladysmith, and started in the direction of the Orange Free State border.

Natives have looted the store at Charles-town.

### The Duke of Connaught.

It is rumoured that the Duke of Connaught will accompany Sir Redvers Buller to South Africa.

### The Venezuela Award.

LONDON, October 4th.

The award of the Venezuela arbitrators ratifies the "Schomburgk" with the exception of Barina Point, at the mouth of the Orinoco river, which, as Lord Aberdeen, Granville, and Rosebery suggested, is to be made over to Venezuela. The district is a swampy and valueless one. The substitution of Werame for Cuyuni as the western frontier of the colony delivers Indians from the insatiable native rule. The chief rivers, goldfields, and timber forests of the contested region fall to England. Venezuela receives 200,000 square miles of territory, instead of the 600,000 square miles she claimed.

LONDON, October 4th.

The newspapers are very satisfied with the Venezuela award.

### The Grenadier Guards from Gibraltar to Land at Southampton.

LONDON, September 30th.

The transport *Nubia*, with the 2nd Grenadier Guards, has left Gibraltar for Southampton.

BOMBAY, October 2nd.

Consequent upon a local Mullah declaring himself to be the Mahdi and creating a disturbance, the Home Government have requested India to send from Bombay a native Cavalry Regiment to Berber on the Somali Coast. The General commanding at Bombay will nominate the regiment. Four hundred Infantry, from

Aden will also proceed to Berber as a precautionary measure.

### The East African Famine.

LONDON, October 2nd.

A letter from Sir Arthur Hardinge to the *Times* earnestly appeals for aid on behalf of the sufferers from the Mombassa famine. Lord Salisbury has informed Sir Arthur that his appeal could hardly be officially brought to the notice of the Lord Mayor, but he authorises him to appeal through the Press or by public meeting.

### The Duke of York and the 1st Bengal Lancers.

LONDON, October 3rd.

The Duke of York has been appointed to the Honorary Colonelcy of the 1st Bengal Lancers, which henceforth will be known as the Duke of York's Own.

### More Gold for India.

LONDON, October 3rd.

The steamer *Orizaba* has left Melbourne, with 120,000 sovereigns, for Colombo.

### Death in a Ball Room.

SEACUNDERABAD, October 3rd.

Major Wood, officiating in Command of the 11th Madras Infantry, fell down dead while dancing at the United Service Club dance on Saturday night. His death is attributed to heart disease. The deceased officer originally belonged to the 2nd Madras Infantry, but was recently appointed to the temporary Command of the 11th M.L. in place of Major Farrar. Major Wood and his wife had been in this station for only about eight months, and during that time had made themselves exceedingly popular.

### BARON GRANT DEAD.

NOTORIOUS PROMOTER WHO HANDED MILLIONS.

Baron Grant, the first of the Hooleys, died at Aldwick, near Bognor, on August 30th. A quarter of a century ago he was one of the best-known men in England. Between 1872 and 1874 he floated companies with a capital of twenty-five millions.

In 1875 the total value of the shares was something less than five millions; and soon afterwards the promoter was a bankrupt.

In some respects, although not in all, his career was curiously like that of Mr. Ernest Terah Hooley.

As to his early history, the only thing known is that Albert Grant was born in Dublin in 1850.

Who his father was nobody knows. There is a doubt as to whether his name was really Grant. But that he became a baron is beyond all question. The King of Italy gave him the title in 1868, for services rendered in connection with the completion of the Victor Emanuel Gallery in Milan. *Punch* had a sly comment about the distinction:

"Titles a king can give—honour he can't. Title without honour is but a barren grant."

The baron did not begin life with a half-crown and an old hat. He had none of the copy-book virtues. His start in life came from money-lending, but whether he was a borrower or a lender is not clear. Early in the seventies he and his brother opened an office in Lombard street, and became

### COMPANY PROMOTERS.

In a little while Baron Grant was one of the biggest names in England. He dangled golden bait, and the British populace swallowed it like gudgeon.

He had no prejudices. He would float anything, from a door-mat to a republic. He usually asked for millions, and the amazing part of it was that he got them.

One day in 1870, or thereabouts, there came to him two Americans—Mr. Park and Mr. Stewart. They had a silver mine called the "Emma," and they thought there was money in it. The baron was quite sure of it. He was also sure that most of it would be gathered in England. He formed a company, and set himself out to puff it. He fixed the capital at a million pounds, and promised dividends of 800,000 a year.

That was not all. He secured as a director Major-General Schenck, the American Ambassador in London. This was the master stroke of genius. Exalted names were not familiar on prospectuses in those days. Investors rushed into the scheme. The million was quickly subscribed, the shares went to a high premium, the company was floated, and the shareholders rejoiced in their prospective 80 per cent.

Somehow it was not forthcoming. Strange rumours arose, and swelled into a cloud of

### DAMAGING CHARGES.

The papers were full of the dubious "Emma." Inquiries were set on foot, and actions were commenced in the courts. Finally it was established that Grant received 1,000,000 for promoting the company, and half the profits for rigging the market; that the Ambassador received 1,000,000 to become a director; that the one did not come from the mine at all; that a report from one of the experts was a forgery, and that the mine would have been dear at a tenth of the price paid for it.

Grant was sued for the return of the money he had received, but bankruptcy came to his rescue. Then, to complete the story, the trustee appointed by the court bolted with the proceeds of the estate.

Another of the baron's finer strokes was a diamond mine. There was a visit of inspection, and while strolling over the ground one of the investigators tripped over an ant-hill, and found it full of diamonds and rubies. Afterwards it was discovered that the diamonds had been carefully placed in the ant-hill, in the path of the tripping foot. When the matter went to the Law Courts it was proved that a leading City editor had been in the pay of Grant.

In private life the baron was magnificent. He once gave a banquet to

### 1,000 CITY MEN,

and fed them with the best in the land. When the fate of Leicester-square was hanging in the balance, in 1874, he bought it for 30,000, put Shakespeare and a fountain in the middle, and gave it to London. He gave as much as 60,000 for a single picture. He bought the Old Red House in Kensington, where the Duchess of Portsmouth, frail and fair, had lived, and built upon its site a gorgeous mansion at a cost of a million pounds. In 1883, after his failure, it was destroyed to make room for smaller and more profitable houses.

He was three times a bankrupt—the last receiving order was made against him on August 20th; and twice a member of Parliament. He straightened a road along which the Queen used to drive; he gave a picture to the National Portrait Gallery, and he made the longest speech ever made by a layman in a court of law. That was at Guildhall, on a matter of limited liability. He had Lord James of Hereford (then Sir Henry James) against him, he spoke for three days, and a half, and won his case.

For many years he has been no more than a name. He looked as little like a business man as a man can be.

## A DESCRIPTION OF CHINA.

A country where the roses have no fragrance, and the women no petticoats; where the labourer has no Sabbath, and the magistrate no sense of honour; where the roads bear no vehicles, and the ships no keels; where old men fly kites; where the needle points to the south, and the sign of being puzzled is to scratch on the heel; where the place of honour is on the left hand, and the seat of intellect is in the stomach; where to take off your hat is an insolent gesture, and to wear white garments is to put yourself in mourning; which has a literature without an alphabet, and a language without a grammar. Such is the land celestial—fair China.—*World of Wit and Humour*.

## THE GLASGOW SCANDAL.

Mr. D. T. Colquhoun, brother and partner of Dr. James Colquhoun, formerly city treasurer of Glasgow, was arrested on Sept. 8th and charged with embezzling £9,700 which had been entrusted to him personally to invest for clients. He was committed to prison, bail being refused. A meeting of the creditors of the firm of J. and D. T. Colquhoun was held at Glasgow. It was stated that the liabilities of the firm were £193,309 and the total assets £44,399, or a deficiency of £148,910, showing 48.7d. in the pound or thereby. An offer of a composition of 3s. 6d. in the pound was rejected by the creditors, who instructed the trustee to continue his investigation into the affairs of the firm.

## SHORT REELED YARNS.

Some conversation took place at a recent meeting of the Glasgow Chamber of Commerce regarding short reeled yarns for India. Mr. H. Dick, East India merchant, pointed out that Switzerland and Germany were under no restriction, and he was understood to say that to impose any restriction on the Scottish dyers would simply give the trade to Continental countries. He was hopeful that some arrangement would be arrived at which would be satisfactory to both the Manchester and Scottish dyers. Mr. Henry Brock said that his firm had dealt in short yarns for over thirty years, and he was not aware that they or any Scottish dyer had ever given short measure. He was sure Glasgow spinners, dyers, and shippers would be only too glad to co-operate in doing their best to clear away misconceptions. The present position was that not very long ago there was a dispute between Glasgow and Manchester as to making up bundles of shortened yarns for India. The Manchester Chamber did not communicate with Glasgow or any of the Scottish dyers, and did nothing to clear up the misunderstanding, but preferred to bring a criminal charge against one of those dyers. Sheriff Boyd held that the Manchester Chamber had no right to prosecute, and that body, he understood, were not to appear. The matter, it was understood, will lay in abeyance in the meantime.

## SHIPPING REPORTS.

Captain Hall, of the steamship *Seeluen*, from Bangkok, reports—Light to moderate N.E. wind with fine clear weather throughout.

Captain Ellis, of the steamship *Eastern*, from Kobe, reports—Light breeze on the 13th inst., moderate N.E. wind and sea throughout, and fine weather.

Captain Farrell, of the steamship *Mathew*, from Bangkok, reports—Light N.E. breeze, fine and clear with smooth sea. Monday and Tuesday, fresh N.E. wind.

Captain Rolfe, of the steamship *Yuenang*, from Manila, reports—Fine and clear, smooth sea, gentle breeze from Manila to Amoy, from there fine and clear moderate N.E. monsoon and sea.

Captain Williams, of the steamship *Choulay*, from Bangkok, reports—Experienced light variable winds in the Gulf of Siam. From Pulo Obi to the Paracels light N.E. and Easterly winds and fine weather, from thence to port light to fresh Easterly breeze and showery.

Captain Robson, of the steamship *Haitung*, from Swatow, reports—Moderate to strong N.E. winds with rough sea and fine clear weather throughout. Vessels in Amoy on the 16th inst.—*Chepo*, Canton, *Hakui Maru*, *Cheong Heek Kian*, and *barque Contat*. In Swatow on the 17th—*Hong Leong*, and *Victorious*.

## NOTANDA.

### CALENDAR.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.982  
Thermometer.....76.2  
Humidity.....79.4  
Rainfall.....5.794

### TO-DAY.

On date at 4 p.m.  
Barometer.....30.18  
Temperature.....75 75  
Humidity.....74 72  
Rainfall.....—

### TO-DAY.

Wednesday, 18th October, 1899.  
Chinese—14th of 9th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 59min.  
Sets.....5hr. 33min.  
High water—Morning.....5hr. 22min.  
Afternoon.....5hr. 22min.  
Low water—Morning.....5hr. 58min.  
Afternoon.....5hr. 33min.

### ANNIVERSARIES.

1836—The Viceroy issued orders for the expulsion of twelve foreign opium merchants from Canton.

1860—The Imperial Summer Palace at Peking burnt by the British forces.

1875—British barque *Ronde* destroyed by fire at Manila.

1892—At a meeting of the Chartered Mercantile Bank of India, London, and China a scheme of reconstruction was approved.

1896—Collision at Wussong between the steamships *Wingang* and *Orcasthal*.

1897—The Japanese battleship *Fuji* arrived from England.

1898—American Peace Commissioners refuse to assume any of the Cuban Debt. Americans occupy Porto Rico.

### TO-MORROW.

Thursday, 19th October, 1899.  
Chinese—15th of 9th moon of 25th year of Kwang-shi.

Sun—Rises.....5hr. 59min.  
Sets.....5hr. 33min.  
High water—Morning.....5hr. 17min.  
Afternoon.....5hr. 43min.  
Low water—Morning.....5hr. 46min.  
Afternoon.....5hr. 33min.

## ANNIVERSARIES.

1818—Hongkong and Canton Steam Packet Co. established.

1859—Great fire in Hongkong.

1861—Great typhoon at Formosa.

1865—Hongkong, Canton, and Macao Steamboat Co. formed.

1889—Disastrous explosion at the arsenal, Tachifu, Formosa.

1893—Shanghai Cotton Mill burnt.

1898—Dr. Thiere and M. Vissiere have an audience with the Empress Dowager. Russian troops occupy forts at mouth of river at Newchwang.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
Indian (*Suisse*) to-morrow.  
Australian (*Changsha*) 22nd inst.  
French (*Annam*) 23rd inst.  
Australian (*Gulhris*) 24th inst.  
American (*Coptic*) 26th inst.  
Canadian (*Empress of India*) 9th prox.  
American (*America Maru*) 11th prox.

The steamer *Changsha* is calling at Yokohama before Kobe.

The steamer *Yuzuka Maru* (Australian Line) left Kobe, via Moji and Nagasaki for this port yesterday and is expected to arrive here on the 24th inst., a.m.

The O. & O. S. S. Co.'s steamer *Gaelic* with mails &c. which left hence Sept. 16th for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination, on the 15th inst.

The O. & O. S. S. Co.'s steamer *Coptic* with mails &c. from San Francisco to the 29th ult. via Honolulu, arrived at Yokohama, and will leave for this port to-morrow morning via Island Sea, Kobe, Nagasaki and Shanghai.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Isla de Cuba*.....at Kowloon Dock.  
*Isla de Luzon*....." "  
*Sinla*....." "  
*Liberal*....." "  
*Breconshire*....." "  
*May Flirt*....." "  
*Dr. Hans Jurg Kier*....." "  
*Emeralda*....." "  
*Zafiro*....." "  
*Petrich*....." "  
*D. Juan d'Austria*.....Cosmopolitau

## PASSED THE CANAL.

Outward—22nd September—*Malacca*, 26th September—*Emergia*, *Adria*, *Anapa*, *Bambert*, *Voronez*, 29th September—*Anapa*, 3rd Oct.—*Iranzavelli*, *Livon*, *Kintuck*, *Vindobona*



## Intimations.

## NIPPON YUSEN KAISHA.

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## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
*KISSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE (U.S.A. via Kobe & Yokohama)	To-morrow, 19th October, at 4 P.M.
TAMBA MARU J. W. Wale	WAKKANAI, SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st October, at Noon
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHILMULPO & NAGASAKI	THURSDAY, 26th October, at Noon
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd November, at Noon

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 12th October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,  
HONGKONG.

[247]

## PHOTOGRAPHIC

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[1239]

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## Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

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FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
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SICK HEADACHE, CONSTIPATION,  
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DISORDERED LIVER,  
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Hongkong, 11th September, 1896.

[19]

Notice of Firm.

P. &amp; O. S. N. COMPANY.

NOTICE.

DURING my Temporary Absence from the

Colony Mr. L. S. LEWIS will be in

charge of the Company's business at this Port.

H. A. RITCHIE,

Superintendent.

Hongkong, 16th October, 1899.

[1305]

## Insurance.

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SIEMSEN &amp; Co.

Hongkong, 28th May, 1895.

[18]

To be Let.

OFFICES TO LET.

No. 24, ICE HOUSE STREET, Immediate

Possession.

Apply to

W. DANBY,

Civil Engineer &amp; Architect.

Hongkong, 7th October, 1899.

[1281a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4,

Queen's Road, Central, (lately the IM-

PERIAL BANK OF CHINA).

Apply to

Comptroller Office,

E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899.

[398a]

TO LET.

SEMI-DETACHED VILLA RESIDEN-

CES on Bowen-Road (now in course of

erection).

PROPERTY lately occupied by the

Bowrington Saw Mills.

Apply to

GROUND FLOOR, 52, PRAYA

CENTRAL. (Lately occupied by

Messrs. MECHERS &amp; Co.)

"HARFORD" MAGAZINE GAP.

No. 4, RIFON TERRACE.

Apply to

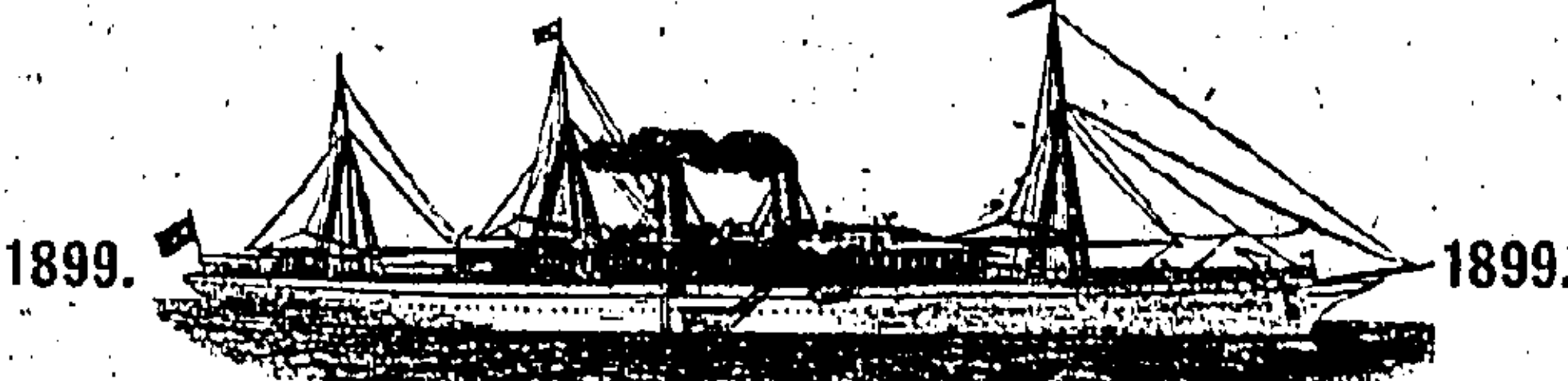
THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 28th August, 1899.

[12]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS

OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Fidder's Street.

Hongkong, 27th September, 1899.

[3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Hono-  
lulu) To-morrow, 19th Oct.,  
at Noon.

AMERICA MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Hono-  
lulu) Tuesday, 14th Nov.,  
at Noon.

HONGKONG MARU

(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu) Saturday, 9th Dec.,  
at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU, TO-

MORROW, the 19th October, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities

of the United States of Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

[1310]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

J. EYES

FLUID

THE BEST

DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS &amp; Co.,

Bank Buildings.

Hongkong, 9th March, 1897.

[11]

## Mails.

## NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA

LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
*HEIDELBERG...	HAVRE and HAMBURG.	About 5th November.
Schneider...	(LONDON with transshipment in HAMBURG)	Passage.
ANDALUSIA...	HAVRE and HAMBURG.	About 15th November.
Schneid...	(LONDON with transshipment in HAMBURG)	Passage.
*SIBIRIA...	HAVRE and HAMBURG.	About 20th November.
Hildebrandt...	(LONDON with transshipment in HAMBURG)	Passage.
HAMBURG...	HAVRE and HAMBURG.	About 30th November.
Mayer...	(LONDON with transshipment in HAMBURG)	Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co.,

Agents.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA &amp; SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

HONOLULU and SAN FRANCISCO, THE

UNITED STATES, MEXICO, CENTRAL and

SOUTH AMERICA, &amp;c.

Thyra... 1,306 | Sunday | Oct. 22

Carmathenshire... 2,929 | about | Nov. 15

Strathgyle... 5,023 | about | Dec. 15

Carlisle City... 3,002 | about | Dec. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA

AMOI, SHANGHAI, NAGASAKI, KOBE,

YOKOHAMA &amp; HONOLULU, on SUNDAY,

the 22nd October.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or



## THE SAMOAN QUESTION.

BERLIN, September 11th.  
The *Cologne Gazette* publishes a long letter, dated August 11, from its correspondent at Apia, Samoa, in which he states that the German Government is not making out that Germany, in the Samoan question, is in line with America. It is not England, in line with America, but Germany, that is the friend, not Samoa. The letter deals with the deliberations of the Samoan Commission, which led to the provisional investiture of the American Consul, Mr. Osborn, with the office of Chief Justice, "during the absence of Mr. Chunners." Dr. Soli, the new German President of the municipality of Apia, claimed the appointment for himself on the strength of an article in the Berlin Treaty, and threatened to resign if he was not selected for the post. According to the *Cologne Gazette*, the correspondence between Dr. Soli and Mr. Eliot, was the hindrance to Dr. Soli's appointment. With an indiscretion which any German official in like circumstances would be quick to resent, the correspondent professes to give an account of an interview he had with Mr. Eliot, in the course of which the British Commissioner is represented as saying that "he could not consent that the two most important offices in the Samoan Government should be combined in the hands of a German." The upshot of the whole controversy was that Mr. Eliot, Tripp, the American Commissioner, pacified Dr. Soli, and persuaded him not to complicate the situation by resigning the Municipal Presidency. In order further to appease Dr. Soli, "the Commission," according to the *Cologne Gazette*, wrote him a letter in which they gently suggested to him that the combined duties of Municipal President and Chief Justice would be too much for one man. He was assured that in the opinion of the Commission he was "in every way qualified for the post of Chief Justice." In fact, the appointment of Mr. Osborn was represented as having been made on Dr. Soli's recommendation, and by his consent. This letter purports to come from "the Commission," but as a matter of fact the British Commissioner, Mr. Eliot, did not sign it. For this, the *Cologne Gazette* fiercely attacks Mr. Eliot and accuses him of causing discord in the Commission. It seems only natural that the British Commissioner should have declined to append his signature to a document which bore the appearance of an acknowledgment that the "suggestion, or consent" of Dr. Soli was required for an appointment which was within the competency of the Commission alone.

The whole drift of the *Cologne Gazette's* agitation with regard to the Samoan question is manifest. It published only the other day a fresh declaration quite in the spirit of the German President's petition to the Chancellor in favour of the annexation of Samoa by Germany. This is described as a German Nationalist solution of the Samoan question. It is impossible for me to conceive that the *Cologne Gazette* in all its attacks upon Great Britain, and its "Nationalist" agitation, can be expressing the views of the German Government, since I have been assured on unimpeachable authority that if Lord Salisbury had made inquiries regarding the Samoan question, he would have learned that it was entirely loyal, and did not aim at any infringement of the principle of the Samoa Act, which excludes the predominance of any one power. Another proof of its own is its denunciation of the principle of unanimity in the proceedings of the Commission. The Rhenish organ, apparently, forgets that it was Germany that insisted upon the principle of unanimity, and carried it. As for its attempts to thrust itself between Great Britain and America, they will only provoke a smile on both sides of the Atlantic.—*Times Cor.*

## MR. CHAPLIN AND OLD-AGE PENSIONS.

The secretary of the South Somerset Conservative Association has received a letter from Mr. Chaplin with reference to a recent speech by Mr. Strachey, M.P., who said that Mr. Chaplin's proposal to reimpose the old law, duty on grain in order to meet the cost of old-age pensions was the thin edge of the wedge and was an endeavour to re-establish protection in its worst form by taxing the bread of the people. Mr. Chaplin observes that Mr. Strachey put into his mouth almost exactly the opposite of what he said at Wyndham-park, where he distinctly warned agriculturists against believing that anything in the nature of a return to the Corn Laws or to the old protective duties on corn was either possible or desirable in these days. He denies that he made any "proposal" for new taxation, but incidentally he said that if new taxation were required a suggestion for the revival of the old law, duty was well worth considering, for the following reasons—He caused the repeal of the duty by Mr. Lowe was probably the greatest act of financial folly ever committed, and no Chancellor of the Exchequer would ever dream of it nowadays; because the price of bread does not alter unless and until the price of wheat rises or falls something like 4s. or 5s. a quarter; because the repeal of the duty benefited no man in the country at the time, and its reimposition would injure no one, unless it be the foreign exporter; and because it would provide a revenue of two or two-and-a-half millions sterling without raising the price of bread by the fraction of a farthing.

## THE INEBRIATES ACTS.

The 19th report of the Inspector of Retreats for the year 1898 has just been issued. In this Mr. Telford says the satisfactory condition of all these establishments has been maintained, and that, on the whole, the health of the inmates has been very good. The licences for retreats existing in 1897 were renewed by the justices, and two new establishments were opened at Wandsworth and Streithford for the reception of female patients. Compared with 1897, the number of admissions slightly decreased last year. The Acts, though defective on some points, have, the Inspector says, worked smoothly on the whole during the year. Sections 13 to 20 of the Inebriates Act of 1898, which amend several important particulars, have given universal satisfaction to the justices of existing retreats. With respect to the working of the Acts and the result of treatment, the observations of the justices of Dalrymple-house, Rickmansworth, deserve attention. Admissions to that institution during the year amounted to 44, of which number 19 were scheduled as entering under the Act and 25 as "private" patients. At Dalrymple-house there is no difference in the treatment of the two classes. The licence says that, as in preceding years, there had been difficulty arising from the absence of any retreat for the accommodation of male cases, and of "strictly limited" means. Hundreds of letters were received at Dalrymple-house from temperance societies, clergymen, and others in reference to patients willing to submit to treatment, paying a little and working for their maintenance. Judging from the number of influential persons making inquiries, a committee composed of members of well-known and representative bodies should be able to formulate a scheme to meet such cases.

## SOME CRICKET STORIES.

Dr. Grace's book on cricket is full of good stories, some of the best of which relate to Tom Emmett. I had been up to Edinburgh, writes the Doctor, "for a medical examination, and hurried back to London to play in a M.C.C. match. As I was walking towards Lord's ground, I overtook Emmett, who was also playing in the match. He knew why I had been to Edinburgh, and asked how I had got on. 'Oh, all right, Tom,' I said, 'I have got my diploma, pointing to the roll I was carrying in my hand. The wicket that day was very wet, and when I was batting, Emmett, who was fielding at cover-point, slipped and fell backwards in trying to stop a hard hit of mine. As he seemed slow in getting to his feet I asked if he had hurt himself. 'No,' he said, as he pointed to an extensive mud mark on his trousers, 'but I have got my diploma.'"

At one time Tom Emmett was engaged as professional bowler to a local club in Yorkshire. One Saturday afternoon he was bowling for his club, but the fieldsmen dropped catch after catch with such systematic persistence that Tom lost his temper, threw the ball to the ground, and said with asperity: "I'm not going to bowl any more. There's an epidemic on this ground, but, thank God, it ain't catchin'!" This bit of Emmett's reminds me of Jack Crossland's remark to two fieldsmen who had run for a catch and missed it. "I'll tell you what it is," roared Crossland (whose language I expurgate), "one of you's as good as two, and two of you's as good as one, for neither one nor both of you can hold a catch."

## THE ANDRUP GREENLAND EXPEDITION.

COPENHAGEN, Sept. 13th.  
The Greenland expedition under Lieutenant Andrups arrived here last night, having explored the east coast from Angmagssalik in 65° 50' N. up to the point 67° 22' N. The coast as far as Kangerdlugssuak Bay was charted, and provisions were established for Lieutenant Andrups's next expedition, which will explore the coast from Scoresby Sound in 72° N. southwards as far as 67° 22' N., the furthest point reached by the present expedition. In 67° N. Lieutenant Andrups found traces of habitation of extinct Eskimo tribes and brought with him a number of skeletons and a collection of ethnographical objects. The expedition made numerous observations of the ice, the Aurora borealis, and the state of the water. Meteorological and magnetic observations were also taken. The expedition devoted some time to making botanical and zoological collections, and took anthropological measurements of the Eskimo.—*Reuter.*

## OUTRAGE ON ENGLISHMEN AT BOULOGNE.

BOULOGNE, Sept. 12th.  
At about 3 o'clock to-day an outrage was committed in the Rue Victor Hugo, Boulogne, the victims being three English excursionists named Blaney, Motte, and Olive, all of London, who had just arrived by the Margate pleasure steamer. They were walking along the pavement when a Frenchwoman of about 35 years of age, a street vendor, deliberately flung the contents of a can, which proved to be vitriol, over them. The Englishmen were perfect strangers to their aggressor. The acid struck two of the men, inflicting serious injuries about the face and neck, and their jackets were also much burnt by the corrosive. The incident happened close to an English pharmacy, where the victims' injuries were immediately attended to. The woman was apprehended, and conducted to the police station. She has lately been under treatment at a hospital, and it is alleged cannot be held accountable for her actions. She has been detained in custody, and will undergo an examination into her mental condition.—*Times Cor.*

## MADAGASCAR.

Things are not going too well in Madagascar according to the *Times Colonies*, which may fairly be supposed to speak without any anti-French bias on the subject. It appears that the topographical department of the Staff at Antananarivo has just published a new map showing the political situation in the colony. The same department published a map of the island at the end of 1897, which was headed with the grandiose title of "The Pacification of Madagascar, 1897," and it would seem on a comparison between the two maps that the "pacification" has been progressing backwards. The areas in which the invaders have increased, and have spread over whole provinces. No reference is here made to the south-west of the island, which it is understood remains independent, nor to the west, where the Sakalava country has hardly been touched. But in the north, in all the territory which was marked in the former map as pacified since May, 1897, the French are losing their hold. The new map clearly marks all the northern provinces as being in a state of insurrection against the French invaders, and the latest intelligence from the island shows that the spirit of resistance has spread to the south-east. The fact is that Madagascar is a continual drain upon the resources of the Republic. Seven thousand soldiers were lost from fever during the invasion, thanks to the incompetence of the French General Staff; no colonists will go out to take the places of the British mercenaries driven away, and now the French can only be said to hold a few of the principal towns and ports. A more signal exhibition of incompetence has seldom been made, even by the French Colonial authorities, than in Madagascar.—*Globe.*

**Intimation.**

**KANANGA OF JAPAN**  
(REGISTERED)  
RIGAUD and Co.  
PARIS

**Kananga Water** the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

**New Sensations in Perfumery**  
RIGAUD'S KANANGA EXTRACT.  
RIGAUD'S WHITE ROSE  
RIGAUD'S MELATI EXTRACT.  
RIGAUD'S YOKA D'APRIQUE EXTRACT.  
RIGAUD'S LILY OF THE VALLEY EXTRACT.  
RIGAUD'S YLANG-YLANG EXTRACT.  
RIGAUD'S BANTAM EXTRACT.  
RIGAUD'S JASMINE or CHAMPA EXTRACT.  
A. RIGAUD, 10, RUE VIVIANNE, PARIS.

## Shipping.

## STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"ARRATOON APCAR,"  
Captain E. Fey, will be despatched for the above ports, TO-MORROW, the 19th instant, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 14th October, 1899. [1342a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"TAMSUI MARU,"  
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 16th October, 1899. [1213a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ARGVLL,"  
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.  
S.S. "ST. JEROME" to sail about 15th Nov.  
For Freight, apply to  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 13th October, 1899. [941a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.  
THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above on SUNDAY, the 22nd instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th October, 1899. [1277a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," & "WUCHOW,"  
will be despatched alternately from Messrs. DOUGLAS LAURENCE & Co.'s Wharf, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KOWLOON, KANGCHOW, SAMSHUI, SHIHUING and TAKHING.  
Both Vessels have Superior Accommodation for Saloon Passengers.  
Fares, including Sleeping Berth and Meals.  
HONGKONG TO SAMSHUI:  
Single Fare ..... \$10.00  
Return Fare ..... 17.50  
HONGKONG TO WUCHOW:  
Single Fare ..... \$20.00  
Return Fare ..... 35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."  
For further Information, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th October, 1899. [1307a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th October, 1899. [1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M.  
This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 11th October, 1899. [1292a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"  
Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 25th September, 1899. [1221a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"  
Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 9th October, 1899. [1283a]

## Shipping.

## STEAMERS.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"CALCHAS,"  
Captain Gregory, will be despatched as above TO-MORROW, the 19th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th October, 1899. [1216a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Steamship

"NANYANG,"  
Captain Lehmann, will be despatched for the above Port, on FRIDAY, the 20th instant, at 5 P.M.  
This Steamer has Accommodation for Passengers.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers.  
Hongkong, 17th October, 1899. [1309a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"  
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to  
HOLLIDAY, WISE & CO., Agents.  
Hongkong, 11th October, 1899. [1268a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.L.I. American Ship

"ST. MARK,"  
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to  
ARNOLD, KARBURG & CO., Agents.  
Hongkong, 20th September, 1899. [1198a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
From London, &c., ex S.S. *Oceana* and *Himalaya*.  
From Italy, ex S.S. *Thames* and *Ceylon*.  
From Australia, ex S.S. *Australia*.  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.  
Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 14th October, 1899. [5]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"POSEIDON,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
This vessel brings Cargo—  
From Trieste, ex S.S. *Era*, *Fr. Ferdinand* transhipped at Bombay.  
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 14th October, 1899. [1282a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, and THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognised.

Bills of Lading will be countersigned by the Undersigned.  
No Fire Insurance has been effected.  
MELCHERS & Co., Agents.  
Hongkong, 17th October, 1899. [1293a]

## Intimations.

## JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA,  
No. 12, Beaconsfield Arcade,  
Opposite the City Hall.

Hongkong, 9th October, 1899. [1258a]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnoura Coal Mines.

No. 1, Ohtsuji Coal Mines.

Kishima Coal Mines.

Voshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1899. [145]

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to

W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [135]

LET 'EM ALL COME TO

YEE CHUN'S STUDIO

at No. 60, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [196a]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly



## Intimations.

F. CAZANOVE,  
BORDEAUX.GOLD MEDALS  
Bordeaux, 1882. Paris, 1889.  
**LIQUOR**  
OF THE REVENUE FATHER  
**A. KERMANN.**  
This liquor is employed with  
success to remove the PURGERS  
OF THE STOMACH and FACILITATE  
THE DIGESTION.TONIC WINE  
Of the R. V. A. KERMANN  
M. K. K. A. Dr. G. G. L. Z.  
CREME DE MANDARINE.  
ATYLENE ANNETTE SUPERFINE.  
Apply to  
LAENDLER & Co., Paris.MEE CHEUNG,  
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.

Hongkong, 22nd September 1898. [45]

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the  
OWNERS, will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbours:—  
CHALLENGER, Amer. ship, Gould—Arnhold,  
Katerberg & Co.  
REUCE, American ship, D. Whitmore—Stand-  
ard Oil Co.

## The Share Market.

LATEST QUOTATIONS.  
(October 18th.)Banks.  
Hongkong and Shanghai Banking Corporation  
—30 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
1/2 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)  
—5/5 buyers.  
National Bank of China, Ltd.—\$27 buyers.  
Do. —\$27 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$242  
ex div.China Traders' Insurance Co., Limited—\$603  
ex div.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$124.

Canton Insurance Office, Ltd.—\$145 ex div.

Strait Insurance Co., Ltd.—\$5.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$50.Indo-China Steam Navigation Company, Ltd.—  
\$81.

China and Manila S.S. Co., Ltd.—\$50.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference)—  
\$90 buyers.China Mutual S. N. Co., Ltd.—(Ordinary)—  
\$50 buyers.China Mutual S. N. Co., Ltd.—(Ordinary)—  
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\$50 buyers.China Mutual S. N. Co., Ltd.—(Ordinary)—  
\$50 buyers.

## EXCHANGE.

Hongkong, 18th October.  
ON LONDON, Telegraphic Transfer ..... 1/10  
Bank Bills, on demand 1/10 1/10  
Credits, 4 months' sight ..... 1/11  
On Berlin, (demand) ..... M. 1/95  
On Paris, (demand) ..... M. 1/95  
On New York, Bank Bills, on demand ..... 47  
Credits, 30 days' sight ..... 47  
ON BOMBAY, Telegraphic Transfer ..... 1/2  
On demand ..... 1/2  
ON SHANGHAI, Telegraphic Transfer ..... 72  
Private, 30 days' sight ..... 72  
ON YOKOHAMA, T.T. ..... 64 per cent. prem.  
Sovereigns, Bank's Buying Rate ..... \$10.47  
Gold Leaf too touch, per tael ..... \$4.25  
Bar Silver ..... \$20  
Dollars ..... 3 1/2 per cent. prem.

## OPIUM QUOTATIONS.

Hongkong, 18th October.  
New Patna ..... 917 per chest.  
New Benares ..... 895  
New Malwa ..... 895 per picul.  
Old Malwa ..... 875  
Persian, paper tied ..... 670/80VISITORS AT THE HONGKONG  
HOTEL.Mr. J. H. Aitken  
Mr. W. Parfitt  
Mr. John Angus  
Mr. J. C. Perry  
Mr. W. B. Bailey  
Miss Piver  
Mr. B. J. Barlow  
Miss Piver  
Mr. L. J. Barlow  
Miss Piver  
Mr. W. M. Black  
Miss Piver  
Mr. F. Bonnet  
Miss Piver  
Mr. and Mrs. A. H.  
Mr. F. Reibero  
Bottenheim  
Mr. A. Reid  
Mr. C. Buchanan  
Mrs. H. Renjes, child  
Mr. T. F. Burdett  
Mr. and Mrs. C. E.  
Mr. F. W. Callen  
Mr. and Mrs. C. E.  
Mr. A. B. Carter  
Mr. and Mrs. C. E.  
Dr. and Mrs. F. Clark  
Miss Richardson  
Mr. P. C. Donroche  
Mr. S. J. Robinson  
Mr. D. Eamshaw  
Mr. and Mrs. H. H.  
Mr. and Mrs. F. H.  
Eldridge  
Misses Scott (2)  
Mr. W. F. Gibson  
Mr. H. Simmins  
Capt. Goddard  
Mr. A. Spagnolo  
Major and Mrs. Griffin  
Mr. M. Steger  
Mr. and Mrs. Harris  
Mr. B. Taylor  
Mr. G. Havers  
Mr. C. Thomas  
Mrs. Haywood  
Mr. and Mrs. R. S.  
Major and Mrs. Higgs  
Misses Thoms (2)  
Mr. P. H. Hilbert  
Mr. H. H. Todd and  
Mr. W. K. Hughes  
family  
Major and Mrs. Jeffreys  
Capt. R. Unsworth  
Mr. E. A. Katsch  
Lieut. Urvey  
Mr. J. Kirkwood  
Mr. and Mrs. A. W.  
Mr. E. A. Leggett  
Whitlow  
Mr. L. A. Levy  
Mr. and Mrs. Bagnall  
Mr. J. V. Mayston  
Mrs. J. Williamson  
Mr. T. S. Messer  
Mr. and Mrs. J. B.  
Mr. E. O. Murphy  
Mr. and Mrs. W. H.  
Capt. and Mrs. Myhr  
Mr. W. J. Wright  
Mr. J. J. O'Neill  
Mr. J. M. de Zuniga  
Mr. M. PandoVISITORS AND RESIDENTS AT THE  
PEAK HOTEL.Mr. H. F. R. Brayne  
Mr. J. E. Lee  
Mr. P. Bure  
Mr. C. W. Longuet  
Capt. van Corbach  
Mrs. C. W. Longuet  
Mr. G. H. Dann  
Mr. K. R. Mitchell  
Mr. and Mrs. W. H. T.  
Mr. M. R. Nordman  
Mr. A. L. Denison  
J. Von Oertzen  
Mr. P. Dow  
Dr. Max Peters  
Mr. J. H. E. E. E. E.  
Hon. H. E. Pollock  
Mr. R. M. Ezekiel  
Capt. H. V. Pryne  
Mr. A. Forbes  
Comdr. R. M. Ramsey  
Lt. Col. A. R. Fraser  
Mr. E. Sharp  
Mr. H. H. Gompertz  
Mr. A. Sinclair  
Colonel E. H. Gorges  
Mr. A. Findlay Smith  
Staff-Surgeon and Mrs.  
Mr. A. G. Stokes  
Major G. R. St. John  
Mr. A. G. Stokes  
Mr. H. B. Kendrick  
Mr. G. H. Wheeler  
Capt. F. Koford

## CRAIGIEBURN.

Rev. F. Flynn, R.N.  
Mrs. Simmonds  
Hon. and Mrs. R. D. The Government Civil  
Ormsby  
Miss York Triscott  
Miss G. H. Palethorpe  
Mr. and Mrs. W. E.  
C. B. Simmonds  
Turner  
R.A.  
Consul Volpicelli  
Madame Volpicelli  
Mr. Hugo Silvestri

## VESSELS IN PORT.

Steamers.  
ARRATOON APCAR, British steamer, 2,879 E.  
Fey, 12th Oct., Calcutta 26th Sept., and  
Singapore 7th October, General.—David,  
Sassoon Sons & Co.  
ATHENS, British steamer, 2,445, H. Mowatt,  
12th Oct., Manila 9th Oct., Ballast.—U.  
S. Trooper.  
BELLEROPHON, British steamer, 1,288, Lyons,  
16th Oct., Panaroken 5th Oct., Sugar.—  
Butterfield & Swire.  
BRECONSHIRE, British steamer, 2,323, Elliott,  
8th Oct., Colombo 20th Sept., Ballast.—  
Doddwell & Co.  
CHARTERHOUSE, British steamer, 1,278,  
Madox, 17th Oct., Singapore 10th Oct.,  
General.—Joo Tak Sing.  
CHUNGA, British steamer, 1,474, E. J. Buller,  
16th Oct., Java 7th Oct., Sugar.—Jardine,  
Matheson & Co.  
CONCHI, British steamer, 2,205, Stock, 13th Oct.,  
—Singapore 6th Oct., Kerosine.—Arnhold,  
Karberg & Co.  
DAPHNE, German steamer, 1,292, Th. Nissen,  
13th Oct.,—Moj 8th Oct., Coal.—Siemens  
& Co.  
DEUTERON, German steamer, 1,001, E. Peter-  
sen, 13th Oct.,—Saigon 11th Oct., Rice.—  
Siemens & Co.  
DR. HANS JURG KIER, Norwegian steamer,  
601, H. Lersbyggen, 13th Oct.,—Yoko-  
hama 6th Oct., Ballast.—Harting, Buch-  
mann & Menzell.  
ELSE, German steamer, 903, F. Petersen,  
17th Oct.,—Samarang 5th Oct., Sugar.—  
Siemens & Co.  
EMPRESS OF CHINA, British steamer, 3,003, R.  
Archibald, R.N.R., 4th Oct., Vancouver,  
B.C. 12th Sept., and Shanghai 1st Oct.,  
Mails and General.—C. P. R. Co.  
ESMERALDA, British steamer, 966, A. W.  
Cobban, 17th Oct.,—Manila 14th Oct.,  
Hemp and Cigars.—Shevan, Tones & Co.  
HEIDELBERG, German steamer, 2,145, R.  
Schieder, 13th Oct.,—Singapore 2nd Oct.,  
General.—Siemens & Co.  
HINSANG, British steamer, 1,536, Crockett,  
13th Oct.,—Java Ports (Chevillon) 4th  
Oct.—Sugar.—Jardine, Matheson & Co.  
HUE, French steamer, 704, P. Maréchal, 17th  
Oct.,—Haiphong 14th Oct., and Hallow  
16th, General.—A. R. Maréchal.  
JASON, British steamer, 1,416, W. Lyett, 16th  
Oct.,—Penang 2nd Oct., and Hallow 15th,  
General.—Butterfield & Swire.KIMSHU MARU, Japanese steamer, 2,450 W.  
Brady, 6th Oct.,—Shimonoski 2nd Oct.,  
General.—Nippon Yusen Kaisha.  
KONG BENGO, British steamer, 862, F. W.  
Joulin, 14th Oct.,—Saigon 6th Oct., Rice  
and General.—Butterfield & Swire.  
LOOSE, British steamer, 1,000, J. H. Jackson,  
12th Oct.,—Bangkok 3rd Oct., and Koh-  
si-chang 4th, Rice and Timber.—Butter-  
field & Swire.  
MONOKUT, British steamer, 859, N. G. Major,  
14th Oct.,—Koh-si-chang 2nd Oct., Rice.—  
Yuen Fat Hong.  
NIPPON MARU, Japanese steamer, 3,302, J. F.  
Allen, 10th Oct.,—San Francisco 12th  
Sept., and Shanghai 8th Oct., General.—  
P. & O. S. N. Co.  
ON SANG, British steamer, 1,278, J. Young,  
7th Oct.,—Saigon 1st Oct., Rice and Rice-  
Flour.—Jardine, Matheson & Co.  
PETRARCH, German steamer, 1,252, Necker,  
8th Oct.,—Samarang 22nd Sept., and  
Labuan 30th, General.—Lauts, Wegener  
& Co.  
PHRA CHULA CHOM KLAO, British steamer,  
1,012, E. E. McLellan, 14th Oct.,—Koh-si-  
chang 7th Oct., Rice and Timber.—Yuen  
Fat Hong.  
PROGRESS, German steamer, 687, P. Brandt,  
16th Oct.,—Touzon 13th Oct., Coals and  
General.—Chinese.  
SANDAKAN, German steamer, 1,374, E. Muhle,  
14th Oct.,—Sandakan 5th Oct., Timber.—  
Melchers & Co.  
SIAM, British steamer, 992, J. F. Messer,  
16th Oct.,—Bangkok 9th Oct., General.—  
Bradley & Co.  
SIBIRIA, German steamer, 3,347, F. Brann,  
15th Oct.,—Singapore 9th Oct., General.—  
Siemens & Co.  
SYDNEY, British steamer, 4,232, Aubert, 13th  
Oct.,—Marseilles 3rd Oct., and Saigon  
10th Oct., Mails and General.—Messageries  
Maritimes.  
TAICHOV, British steamer, 862, P. Primrose,  
13th Oct.,—Bangkok 2nd Oct., Rice and  
General.—Butterfield & Swire.  
TERRIER, Norwegian steamer, 1,008, G. Kamp-  
ford, 14th Oct.,—Singapore 5th October,  
Timber.—Order.  
TETARTOS, German steamer, 1,574, T. Desler,  
14th Oct.,—Saigon 9th October, Rice.—  
Siemens & Co.  
THYRA, Norwegian steamer, 2,150, Edward-  
sen, 12th Oct.,—Moj 6th Oct., Coal.—  
Butterfield & Swire.  
WONGKOL, British steamer, 1,115, H. B. Brooke  
Bigot, 15th Oct.,—Bangkok 1st October,  
Teak and Rice, &c.—Chinese.

## Sailing Vessels.

ADOLPH OBRI, American bark, 1,302, Arms-  
bury, 17th Oct.,—New York 5th May, Case  
Oil—Standard Oil Co.  
ETHA, RICKMERS, German ship, 1,754, Joh.  
Bencke, 22nd Sept.,—Cardiff 13th May,  
Coal.—Arnhold, Karberg & Co.  
GILLO, German bark, 1,324, Hemmer, 8th Oct.,  
—New York 26th May, Kerosine Oil.—  
Standard Oil Co.  
JOSEPHUS, American ship, 1,547, P. Gilkey,  
10th Aug.,—New York 25th April, Case  
Oil.—Standard Oil Co.  
LOTHAR, Italian bark, 759, C. Lewanger,  
18th Oct.,—Callao Peru 21st July, Iron.—  
Order.  
MANUEL LLAGUNA, American ship, 1,610, C. V.  
Small, 7th Oct.,—Shanghai 3rd October,  
Ballast.—Siemens & Co.  
MAY FLINT, American ship, 3,576, R. Banfield,  
20th Sept.,—New York 24th April, Case  
Oil.—Standard Oil Co.  
MARY L. CUSHING, American bark, 1,540,  
1st Oct.,—New York 16th May, Case Oil.  
—Order.  
RETRIEVER, British schooner, 96, Parker, 8th  
Sept.,—Honolulu 16th July, Ballast.—  
Order.  
REUCE, American ship, 1,828, D. Whitmore,  
3rd Oct.,—New York 30th May, Case Oil.  
—Standard Oil Co.  
SIMLA, British 4-masted bark, 2,087, Huestis,  
25th Aug.,—Cebu and Philippine Islands  
22nd Aug., Ballast.—Order.  
ST. JAMES, American bark, 1,453, R. M. Tapley,  
20th Sept.,—Manila 13th Sept., Ballast.—  
Reuter, Bruckelmann & Co.  
ST. JAMES, British bark, 560, Wilson, 8th  
Oct.,—Rajahmundry 5th Oct.,—Order.  
STATE OF MAINE, American ship, 1,100,  
Colcord, 9th Oct.,—New York 20th May,  
Kerosine Oil.—Standard Oil Co.  
WARATAH, British schooner, 253, Haynes, 23rd  
Sept.,—Takow 15th Sept., Ballast.—Mr. F.  
W. Hall.  
WM. H. CONNER, American ship, 1,424, J. T.  
Erskine, 14th Oct.,—New York 7th May,  
and Rio Janeiro 11th July, Kerosine.—  
Standard Oil Co.HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.Hongkong, October 18th, 1899.  
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd.  
q.f. guns, 3,000 i.h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,  
Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Baily, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 13,163 i.h.p., Captain Hon. S. C. J.  
Cobden, C.B., cruising.  
Bonaventura, 2nd class cruiser, 4,360 tons, 18  
guns, 9,000 i.h.p., Capt. R. H. J. Mont-  
gomery, C.B., R.N., Hongkong.  
British, British cruiser, 1,770 tons, 6 guns, 5,600  
i.h.p., Capt. Wrey, cruising.  
Centurion, 1st class battleship, 10,000 tons, 14  
guns, 13,000 i.h.p., Captain R. J. Jellicoe,  
cruising.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p.,  
Comdr. C. W. V. Ingham, cruising.  
Endymion, British cruiser, 7,350 tons, Capt. G.  
A. Callaghan, Hongkong.  
Essex, 2nd class cruiser, 3,600 tons, 3 guns,  
2,000 i.h.p., Lieut-Comdr. C. Chadwick,  
Shanghai.  
Fame, twin screw, torpedo-boat destroyer, 402  
tons, 5,400 i.h.p., Lieut-Com. R. Keyes,  
cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns,  
300 i.h.p., Hongkong.  
Havock, twin screw, torpedo-boat destroyer,  
2,050 tons, 4 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hermione, 2nd class cruiser, 4,360 tons, 9,000  
i.h.p., 18 guns, Capt. R. S. D. Cumming,  
Hongkong.  
Humber, storeship, 1,640 tons, 800 i.h.p., Com.  
H. J. Davidson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8  
guns, 7,000 i.h.p., Capt. H. N. Dudding,  
cruising.  
Lindisfarne, 755 tons, 2 heavy guns, 4  
6-pounders, 870 i.h.p., Commander W. W.  
Smythe, cruising.  
Orlando, British cruiser, 5,600 tons, Capt. J.  
Burke, Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut-Comdr. P. S. St. John,  
Manila.  
Pigmy, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut-Comdr. J. F. E. Green,  
Shanghai.  
Plow, 1st class gunboat, 755 tons, 6 guns,  
1,200 i.h.p., Lieut-Comdr. S. V. Y. De M.  
Cowan, Foochow.  
Rallier, 1st class gunboat, 715 tons, 6 guns,  
1,200 i.h.p., Lieut-Com. The Hon. C. A.  
Hardinge, en route Singapore.Swift, gun-vessel, 740 tons, 2 heavy guns,  
6-pounders, 870 i.h.p., Foochow.  
Tamar, receiving ship, 4,000 tons, Comdr.  
Powell, Hongkong.  
Towed, coast defence gunboat, 363 tons, 3  
guns, 200 i.h.p., Hongkong.  
Undine, 1st class cruiser, 5,000 tons, 12  
guns, 1,200 i.h.p., Capt. A. C. Clarke,  
en route Manila.  
Victorious, British battleship, 14,900 tons, 32  
guns, 12,000 i.h.p., Captain A. Schomberg,  
cruising.  
Waterwitch, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Foochow.  
Whiting, twin screw, torpedo-boat destroyer,  
320 tons, 6,000 i.h.p., Lieut-Comdr. E.  
Kelly, cruising.  
Wivona, coast defence ship, 2,750 tons, 4 guns,  
2,000 i.h.p., Hongkong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class; and 3 second-class  
boats.

## Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G.  
Giorello, Shanghai.  
Kaiserin Elisabeth, Austrian cruiser, 4,064  
tons, 9,000 i.h.p., Capt. Julian, Shanghai.  
Liberal, Portuguese gunboat, 588 tons, Comdr.  
Cunha, Hongkong.  
Siguria, Italian cruiser, 4,500 tons, Captain  
Cassata, Hongkong.  
Stromboli, Italian cruiser, 3,359 tons, Captain  
Cantamitta, Shanghai.FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

## The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser,  
5,000 tons, twin screw, 36 guns, 9,500 h.p.,  
Captain Molas, at Port Arthur.  
Albatross, Russian gunboat, 400 tons, 8 guns, 760  
h.p., Captain Elkski, at Vladivostok.  
Bobr, Russian gun-vessel, twin screw, 950 tons,  
13 guns, 1,500 h.p., Captain Boisman, at  
Nagasaki.  
Dmitri Donskoy, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Comdr. S. Witell, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin  
screw, 18 guns, 3,500 h.p., Capt. Serebren-  
nikoff at Vladivostok.  
Gremiatichy, Russian armoured cruiser, 1,492  
tons, twin screw 12 guns, 2,000 h.p., Capt.  
Boubouloff, at Port Arthur.  
Koreyets, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Serebriankoff, at Port  
Arthur.  
Kreuzer, Russian cruiser, 1,300 tons, 18 guns,  
1,800 h.p., Capt. Zvinsky, at Singapore.  
Mandour, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,  
at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 10  
guns, 9,000 h.p., Captain Tenriche, at  
Vladivostok.  
Naryednik, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zarine, at Port Arthur.  
Otaevy, Russian armoured cruiser, 1,490 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copriano, at Nagasaki.  
Pamiat Azova, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Virens, at  
Vladivostok.  
Rostik, Russian armoured cruiser, 1,200 tons,  
Capt. Dorojoff, at Port Arthur.  
Rurik, Russian flagship, 10,940 tons, armoured  
twin screw cruiser, 1st class, 44 guns,  
13,500 h.p., Capt. Group, at Port Arthur.  
Silach, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Baranoff, at Vladivostok.  
Sisoi Veliky, Russian battleship, 10,000 tons,  
10 guns, 8,500 h.p., Capt. C. P. Parnoy, at  
Port Arthur.  
Sivuch, Russian gunboat, 950 tons, twin  
screw, 13 guns, 1,200 h.p., Capt. Astromoff,  
at Port Arthur.  
Vladimir Monomach, Russian cruiser, 6,000  
tons, Prince Ouchtomsky, at Port Arthur.  
Voroch, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molchousky, at Vladivostok.  
Vladimir, Russian torpedo boat, 400 tons, 18  
guns, twin screw, 3,500 h.p., Capt. Rogulf,  
at Vladivostok.  
Yakov, Russian gunboat, 16 guns, 890 h.p., at  
Vladivostok.  
Zabinka, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkruff, at Port Arthur.RUSSIAN TORPEDO FLOTILLA.  
(SEA GOING.)Borga, 1st class, Russian torpedo boat, 81 tons,  
3 guns, 2 torp tubes 1,100 h.p., speed 21  
knots.  
Forel, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Jantchiki, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 10 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns,  
1,200 h.p., 22 knots.  
Novorossik, Russian torpedo boat, 87 tons, 4  
guns, 2,000 h.p., 22 knots.  
Podorsnik, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
Sisoi, Russian torpedo boat, 23 tons, 1 gun, 220  
h.p., 16 knots.  
Skorlon, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Svoolchka, Russian torpedo boat, 87 tons, 4 guns,  
970 h.p., 10 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Strauss, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Sungur, Russian torpedo boat, 140 tons, 4  
guns, 1,800 h.p., 22 knots.  
Ussuri, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.

## Flagship of Vice-Admiral Alexieff.

## Flagship of Rear-Admiral F. Dubossioff.

## Flagship of Rear-Admiral Reinoff.

## THE FRENCH SQUADRON.

Aspie, French gunboat, 465 tons, 6 guns, 453  
h.p., Captain Jourmet, at Saigon.  
Bayard, French flagship, 5,668 tons, 36 guns,  
4,400 h.p., Capt. Joannin, at Yokohama.  
Beaulieu, French cruiser, 1,240 tons, 14  
guns, 895 h.p., Capt. Ternet, at Chefoo.  
Brus, French cruiser, 4,750 tons, 16 guns,  
8,800 h.p., at Saigon.  
Comde, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
Desclaire, French protected cruiser, 3,985 tons,  
36 guns 631 h.p., Captain Bernard, at  
Nagasaki.  
Eclairer, French cruiser, 1,608 tons, 15 guns,  
2,408 h.p., Capt. Texier, at Along Bay.  
Fortale, French cruiser, 3,521 tons, 23 guns,  
4,100 h.p., Capt. Dailon, at Nagasaki.  
Incendiar, French cruiser, 891 tons, 8 guns,  
850 i.h.p., Capt. La Seyne, at Chemulpo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns,  
8,000 i.h.p., Capt. Aubin, at Foochow.  
Lion, French gunboat, 473 tons, 8 guns, 576  
h.p., Capt. Amot, at Shanghai.  
Pallat, French protected cruiser, 4,000 tons,  
36 guns, 9,000 i.h.p., Capt. M. Motel, en  
route Kwangchow-wan.  
Pluvier, French protected cruiser, 545 tons, 4  
guns, 500 h.p., Comdr. Vidal, at Bangkok.  
Surpiter, French gunboat, 627 tons, 10 guns,  
860 h.p., at Saigon.Thomahille, French armoured cr., 1,500 tons,  
24 guns, 2,